

# SR 99 Alaskan Way Viaduct and Seawall Replacement

Revised July 2003

## Scenario

Rebuild Plan



### Project Description:

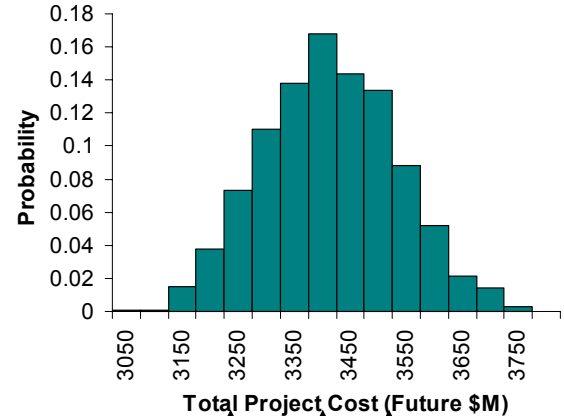
- Rebuilds viaduct in the same location with slightly wider lanes and some shoulders.
- Rebuilds seawall from Washington Street to Myrtle Edwards Park.
- Replaces the south end of the viaduct with a surface road. Connections to Royal Brougham and Atlantic provided by bridges crossing over SR 99.
- Restores Alaskan Way surface street.
- Provides improved pedestrian and bicycle access along Alaskan Way.

### Schedule:

Begin Construction  
Range: 2008 - 2009

End Construction  
Range: 2014 - 2015

### CEVP Result:



### Project Benefits:

- Reduces seismic risk for viaduct and seawall.
- Rebuilds viaduct with 50 + year design life.
- Maintains current highway capacity.
- Improves access and circulation to stadium area, waterfront piers and Port terminals in south end.
- Construction can be phased over time if funding dictates (costs would be adjusted accordingly).
- Improves storm water treatment by upgrading to current requirements, which reduces storm water pollution.
- Maintains view from aerial structure.

### Project Cost Range:

10% chance the cost < \$3.2 Billion

50% chance the cost < \$3.4 Billion

90% chance the cost < \$3.5 Billion

### What's Changed Since 2002 CEVP:

- Scope: Builds surface road instead of viaduct in the south end and incorporates existing Battery Street Tunnel into design.
- Schedule: Construction begins one to two years later than previously estimated due to delay of funding. End Construction advanced by three to four years due to improved construction sequencing.
- Cost: No significant net change in cost, however scope changes, above, reduced the estimated costs. Increases in other elements raised costs: seawall condition, temporary bracing of the existing viaduct during construction, inflation, poor soils in the south end.

### Project Risks:

- Catastrophic failure of viaduct and/or seawall could occur before replacement, which could result in a more expensive emergency replacement.
- Complex construction in a dense urban area.
- Limited number of contractors qualified and available to pursue a project this large.
- Potential legal challenges.

### Financial Fine Print (Key Assumptions):

- Full project funding available by July 2005.
- Inflation escalation is to 2012, approximate midpoint of construction.
- Additional federal, state, regional and local money is needed to complete this project.
- Project cost range includes \$ 25 million in past expenses, beginning 2001.

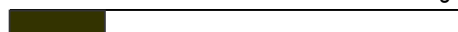
### Level of

### Project Design:

Low

Medium

High



July 16, 2003



Washington State  
Department of Transportation